



## **LOSSAN RAIL CORRIDOR AGENCY TECHNICAL ADVISORY COMMITTEE**

**Thursday, September 5, 2019  
12:30 p.m. - 2:30 p.m.**

Los Angeles County Metropolitan Transportation Authority  
Henry Huntington Room, Third Floor  
One Gateway Plaza, Los Angeles, CA

Any person with a disability who requires a modification, accommodation or agenda materials in an alternative format in order to participate in the meeting should contact the LOSSAN Clerk of the Board, telephone 714-560-5676, no less than two (2) business days prior to this meeting to enable LOSSAN to make reasonable arrangements to assure accessibility to this meeting.

### **Agenda Descriptions**

The agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Technical Advisory Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

### **Public Comments on Agenda Items**

Members of the public may address the Technical Advisory Committee regarding any item. Please complete a speaker's card and submit it to the Technical Advisory Committee or notify the Technical Advisory Committee of the item number on which you wish to speak. Speakers will be recognized by the Committee at the time the agenda item is to be considered. A speaker's comments shall be limited to three (3) minutes.

### **Public Availability of Agenda Materials**

All documents relative to the items referenced in this agenda are available for public inspection at [www.lossan.org](http://www.lossan.org) or through the LOSSAN Clerk of the Board's office at the Orange County Transportation Authority Headquarters, 600 South Main Street, Orange, California.



### Teleconference Sites

The main location for this meeting is at Los Angeles County Metropolitan Transportation Authority Headquarters. Several LOSSAN member agencies will be attending this meeting via teleconference from the following locations:

North County Transit District  
Tremont Conference Room A/B  
311 S. Tremont Street  
Oceanside, CA 92054

Riverside County Transportation Commission  
Conference Room C, 3<sup>rd</sup> Floor  
4080 Lemon Street  
Riverside, CA 92501

San Luis Obispo Council of Governments  
Large Conference Room  
1114 Marsh Street  
San Luis Obispo, CA 93401

The public is welcome to attend and testify at any of the LOSSAN member agency locations listed above, all of which are accessible to the public. For more information, please contact LOSSAN Rail Corridor Agency staff, at (714) 560-5598 or e-mail [malonso@octa.net](mailto:malonso@octa.net), for specific meeting room locations at least 72 hours in advance of the meeting.



## TECHNICAL ADVISORY COMMITTEE AGENDA - REVISED

### 2019 TECHNICAL ADVISORY COMMITTEE

#### Technical Advisory Committee - Membership Roster

	Member Agencies	Appointee	Alternate
North	San Luis Obispo Council of Governments	Anna Devers	Tim Gillham
	Santa Barbara County Association of Governments	Scott Spaulding	Marjie Kirn
	Ventura County Transportation Commission	Heather Miller	Martin Erickson
Central	Los Angeles County Metropolitan Transportation Authority	Jay Fuhrman	Jeanet Owens
South Central	Orange County Transportation Authority	Vacant	Megan LeMaster
	Riverside County Transportation Commission	Sheldon Peterson	Vacant
South	San Diego Metropolitan Transit System	Sharon Cooney	Julia Tuer
	North County Transit District	Eric Roe	Michael Johnson
	San Diego Association of Governments	Danny Veeh	Linda Culp

## **Call to Order**

### **1. Public Comments**

At this time, members of the public may address the Technical Advisory Committee regarding any items within the subject matter jurisdiction of the Technical Advisory Committee, but no action may be taken on off-agenda items unless authorized by law. Comments shall be limited to three (3) minutes per speaker, unless different time limits are set by the Committee subject to the approval of the Technical Advisory Committee.

## **Special Calendar**

There are no Special Calendar matters.

## **Consent Calendar (Item 2)**

All items on the Consent Calendar are to be approved in one motion unless a Committee Member or a member of the public requests separate action or discussion on a specific item.

### **2. Approval of Minutes**

Approval of minutes of the LOSSAN Technical Advisory Committee meeting of September 6, 2018 and January 17, 2019.

## **Regular Calendar**

### **3. 2020 Transit and Intercity Rail Capital Program Call for Projects**

Michael Litschi

The California Department of Transportation Division of Rail and Mass Transportation plans to issue a call for projects in October 2019, for the 2020 Transit and Intercity Rail Capital Program, which provides funding for transit, commuter rail, and intercity rail projects that help reduce greenhouse gas emissions. An overview of the program and the strategy for submission of projects on the Los Angeles - San Diego – San Luis Obispo rail corridor is provided for review.

#### **Recommendation**

Receive and file as an information item.

### **4. Pacific Surfliner Ridership Trend Analysis**

Roger M. Lopez

#### **Overview**

In April and October of 2018, the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's Pacific Surfliner passenger rail service implemented schedule and operational adjustments necessary to facilitate the implementation of peak-period service

between Los Angeles and Ventura - Santa Barbara counties. A detailed evaluation of the ridership trends since the April 2018 schedule change has been performed as requested by the Board of Directors. The results of this analysis are presented for consideration.

**Recommendation**

Receive and file as an information item.

**Discussion Items****5. Corridor Optimization Study Update and Additional Scope**

Roger M. Lopez

Staff will provide an update on the LOSSAN Corridor Optimization Study, the status of the various tasks, and a tentative schedule for upcoming stakeholder meetings.

**Recommendation**

Receive and file and an information item.

**6. Capital Project Update**

James D. Campbell

Staff will provide an update on the progress of planned capital projects along the Los Angeles - San Diego - San Luis Obispo rail corridor, including the Central Coast Layover Facility, Goleta Layover Facility, and San Diego Layover Facility projects.

**7. October 2019 Schedule Change**

James D. Campbell

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency, in coordination with Amtrak, the North County Transit District, and Metrolink, coordinate planned schedule changes for passenger rail services along the Los Angeles - San Diego - San Luis Obispo rail corridor in April and October of each year. Staff will provide an overview of the October 14, 2019, planned changes for the Pacific Surfliner intercity passenger rail service.

**8. Pacific Surfliner On-Time Performance Analysis**

Roger M. Lopez

Staff will provide an update on the status of the analysis associated with the third quarter on-time performance and corridor trends reports.

**9. Upcoming Agenda Items**

James D. Campbell

Overview of upcoming agenda items for the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors.

**10. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Update**



### 11. Technical Advisory Committee Members' Report

#### **Closed Session**

There are no Closed Session items scheduled.

#### **Adjournment**

The next regularly scheduled meeting of this Committee will be held:

Thursday, October 10, 2019  
11:00 p.m. – 1:00 p.m.  
Orange County Transportation Authority  
Conference Room 102, First Floor  
600 South Main Street, Orange, California



# Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency **TECHNICAL ADVISORY COMMITTEE**

SEPTEMBER 6, 2018 MEETING MINUTES

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Technical Advisory Committee (TAC) met on September 6, 2018, at 12:30 p.m. at the Los Angeles County Metropolitan Transportation Authority, Henry Huntington Room.

## **Committee members in attendance:**

### *In Person:*

Danny Veeh, SANDAG  
Jay Fuhrman, LA Metro  
Rosa Guillen-Sanchez, OCTA

### *Via Teleconference:*

Scott Spaulding, SBCAG  
Tim Gillham, SLOCOG

## **Guests and Staff in attendance:**

### *In Person:*

James Campbell, LOSSAN  
Jennifer Bergener, LOSSAN  
Jerry Martin, Public  
Mark Chang, CHSRA  
Michael Litschi, LOSSAN  
Michelle Caudill, Amtrak  
Robert Williams, RailPac

Ron Mathieu, SCRRA

### *Via Teleconference:*

Anna Devers, SLOCOG  
Emilia Doerr, LOSSAN  
Roger Lopez, LOSSAN

## **Welcome and Introductions**

The September 6, 2018, LOSSAN Agency TAC meeting was called to order by Mr. Michael Litschi, Deputy Managing Director (LOSSAN), who welcomed the LOSSAN TAC to the Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, California. Mr. Litschi asked the participants in the room and over the teleconference line for introductions.

## **1. Public Comments**

There were no public comments.

## **SPECIAL CALENDAR**

There were no Special Calendar matters.

## **CONSENT CALENDAR**

## **2. Approval of Minutes**

The Committee approved the meeting minutes from June 7, 2018. (*Guillen-Sanchez/Veeh*)

## **REGULAR CALENDAR**

### **3. Draft Los Angeles – San Diego – San Luis Obispo Rail Corridor Trends for the Second Quarter of Federal Fiscal Year 2017-18**

Mr. Roger Lopez (LOSSAN) introduced the item and explained the delay in reporting to the Committee. Mr. Lopez presented the available information on ridership, revenue, and on-time performance trends. Mr. Lopez drew attention to the change to the Metrolink metric from conductor counts to ticket sales, which reflects more accurate ridership numbers. In addition, Mr. Lopez reported that the decrease in Rail 2 Rail ridership with COASTER is consistent with the forecasted numbers with the removal of two train stops in San Diego.

A brief discussion ensued regarding increased ridership due to mudslides in the Santa Barbara region in January 2018. There was no further discussion.

## **DISCUSSION ITEMS**

### **4. October 2018 Schedule Change**

Ms. Jennifer Bergener (LOSSAN) introduced Ms. Michelle Caudill (Amtrak) to the Committee. Ms. Caudill provided a brief update on the October 2018 schedule change for the Committee. Ms. Bergener explained that a draft was not available to the Committee because the schedule had not been finalized at the time of the meeting.

There was no discussion.

### **5. Update on Pacific Surfliner Layover Facility Expansion Projects**

Mr. James Campbell (LOSSAN) provided a brief update on the Pacific Surfliner layover facility expansion projects in San Luis Obispo, Goleta, and San Diego.

There was no discussion.

### **6. Marketing Update**

Ms. Emilia Doerr (LOSSAN) presented an update to the Committee through a PowerPoint presentation. The update included a performance summary, a review of the “Hug the Coast” campaign, the announcement of a new promotion partnership with Disneyland Resort, highlights of the media coverage during the Surfliner Series between the San Diego Padres and the Los Angeles Angels of Anaheim, and information on passenger communications.

There was no discussion.

### **7. Upcoming Agenda Items**

Mr. Litschi (LOSSAN) provided a brief overview of the agenda items for the September 2018 Board of Directors meeting. There was no discussion.

**8. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Update**

Mr. Litschi (LOSSAN) provided updates on scheduled absolute work windows for: September 8 – 9, 2018 with a bus bridge between Oceanside and San Diego; October 13 – 14, 2018 and October 20 – 21, 2018 with a bus bridge between Irvine and San Diego. Mr. Litschi also informed the Committee of the scheduled station closure in November as part of the Van Nuys planned platform construction.

**9. Technical Advisory Committee Members' Report**

Mr. Jay Fuhrman (LA Metro) informed the Committee that an additional round trip between Los Angeles Union Station and the Burbank Airport station would be included in the October schedule update.

Ms. Rosa Guillen-Sanchez (OCTA) informed the Committee of Rail Safety Month and the special rail service for Rams football home games.

Mr. Ron Mathieu (SCRRA) reminded the Committee about the ceremony to be held September 12, 2018 to mark the 10-year anniversary of the Chatsworth crash.

**10. Closed Session**

There is no Closed Session scheduled.

**11. Adjournment**

The meeting adjourned at 1:19 p.m.

The next regularly scheduled meeting of this Committee will be held:

Thursday, November 8, 2018  
12:30 p.m. – 2:30 p.m.  
Orange County Transportation Authority  
Conference Room 1012 – 10th Floor  
600 South Main Street  
Orange, California



# Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency **TECHNICAL ADVISORY COMMITTEE**

JANUARY 17, 2019 MEETING MINUTES

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Technical Advisory Committee (TAC) met on January 17, 2019, at 12:30 p.m. at the Orange County Transportation Authority in Conference Room 103.

## **Committee members in attendance:**

### *In Person:*

Rosa Guillen-Sanchez, OCTA

### *Via Teleconference:*

Danny Veeh, SANDAG

Heather Miller, VCTC

Jay Fuhrman, LA Metro

Scott Spaulding, SBCAG

Anna Devers, SLOCOG

## **Guests and Staff in attendance:**

### *In Person:*

Dustin Sifford, OCTA

Jason Jewell, LOSSAN

Jay Ellis, LOSSAN

Jennifer L. Bergener, LOSSAN

John Brau, LOSSAN

Lauren German, WSP

Michael Litschi, LOSSAN

Michelle Caudill, Amtrak

Nereida Villasenor, LOSSAN

Roger Lopez, LOSSAN

### *Via Teleconference:*

Eric Reese, Public

Jazmin Amini, SANDAG

Jerry Martin, Public

Linda Culp, SANDAG

Mary Reese, Public

Ron Mathieu, SCRRA

Steve Fox, SCAG

Tim Gillham, SLOCOG

## **Welcome and Introductions**

The January 17, 2019, LOSSAN Agency TAC meeting was called to order by Mr. Michael Litschi, Communications and Customer Experience Manager (LOSSAN), who welcomed the LOSSAN Agency TAC to the Orange County Transportation Authority, 600 South Main Street, California. Mr. Litschi asked the participants in the room and over the teleconference line for introductions.

## **1. Public Comments**

Mr. Eric Reese suggested the integration of Transit Access Passes and Compass cards with Amtrak ticketing to the Committee as a general public comment. In addition, Mr. Reese provided comment on Item 3 on the agenda, encouraging the LOSSAN Agency and the City of Goleta to consider a siding or second track be added to the Goleta station to allow Pacific Surfliner equipment to turn without needing to move the equipment north of the station to situate the train for travel south of the station.

## **SPECIAL CALENDAR**

There were no Special Calendar matters.

## **CONSENT CALENDAR**

There were no Consent Calendar matters.

## **REGULAR CALENDAR**

### **2. Final Draft of the 2019 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program**

Mr. Litschi (LOSSAN) introduced Mr. Dustin Sifford (OCTA) to the Committee. Mr. Sifford presented the final draft of the 2019 LOSSAN Agency Legislative Program to the Committee. Mr. Sifford directed attention to the attachments of the staff report while informing the Committee that no significant changes were proposed since the draft legislative program was brought to the Board of Directors, but the changes proposed by the Board of Directors were reflected in the attachments. The final draft of the legislative program will be presented for approval at the January 30, 2019 Board of Directors meeting.

*The Committee recommended the final draft of the 2019 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program to the Board of Directors (Spaulding/Fuhrman)*

### **3. Capital Improvement Program – Priority Projects List Development**

Mr. Roger Lopez (LOSSAN) introduced the item to the Committee and provided background on the Capital Improvement Program including funding, the intent of the program over the next few years, and the development of the priority projects list. Staff emphasized the importance of prioritizing safety projects at this time.

The Committee expressed concern over involvement in the development of the priority projects list. Members recalled participating in a station audit in 2012 as part of strategic implementation plan and would like to see that opportunity extended to future list development, including prioritization of projects.

A discussion ensued regarding additional capital improvement projects for consideration on the priority list, project completion dates, the differences between the stations and facilities audit list (Attachment A) and the draft project list, how shared-use agreements for stations dictate the parties responsible for ongoing maintenance and station improvements.

Staff reminded the Committee that the project list is vetted through the California Department of Transportation and the California State Transportation Agency.

The Committee requested follow up on the project list before the Business Plan is formally submitted to the State.

*The Committee recommended the program of capital improvement projects with TAC comments to the Board of Directors (Veeh/Guillen-Sanchez)*

## **DISCUSSION ITEMS**

### **4. Annual Business Plan and Budget Assumptions for Fiscal Year 2019-20 and Fiscal Year 2020-21**

Mr. Litschi (LOSSAN) introduced the item to the Committee and directed attention to the agenda packet, which contained supplemental information for this discussion item.

Mr. Jason Jewell (LOSSAN) provided background on development of the annual business plan and budget assumptions. Mr. Jewell reviewed a list of assumptions with the Committee in detail.

A discussion ensued regarding the proposed 13<sup>th</sup> roundtrip between San Diego and Los Angeles. The Committee posed questions about equipment availability, extending the roundtrip from Los Angeles to San Luis Obispo, and project timeline. The Committee also inquired about state advocacy professional services and the addition of a Program Manager to the LOSSAN Agency staff.

Mr. Lopez (LOSSAN) informed the Committee that the draft business plan will be available for Committee member review and comment before the draft goes to the LOSSAN Board of Directors in February. The final business plan and budget assumptions are expected to be presented to the LOSSAN Board of Directors at the March 18, 2019 meeting in order to meet the April 1 deadline.

There was no further discussion.

### **5. Cooperative Agreement for On-Time Performance Incentive Program with North County Transit District**

Mr. James Campbell (LOSSAN) provided background on the on-time performance incentive program and explained the funding for the program to the Committee. The Pacific Surfliner intercity passenger rail service operates 24 daily trains through North County Transit District territory, making up approximately 50 percent of activity in the territory. The increased funding is intended to support ongoing operations and maintenance at a level that reflects use in the region. In addition, the incentive funding is tied to the 90 percent on-time performance metric set by the State of California. The incentive payment can be adjusted as service needs change in the future.

A brief discussion ensued regarding delays and incentive programs with other host railroads.

### **6. Upcoming Agenda Items**

Mr. Litschi (LOSSAN) provided a brief overview of the agenda items for the January 30, 2019 Board of Directors meeting.

There was a short discussion about the Election of Officers and a request from the Committee to include additional information about action items in the future.

**7. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Update**

Ms. Jennifer L. Bergener (LOSSAN) reminded the Committee that appointment letters were needed and to please coordinate with member agency leadership. In addition, Ms. Bergener announced the passing of Director Pettis.

Mr. Litschi (LOSSAN) informed the Committee that the membership roster listed in the agenda should reflect the representation from San Luis Obispo Council of Governments to be Ms. Anna Devers as the Appointee and Mr. Tim Gillham as the Alternate. This information will be corrected in the next agenda.

**8. Technical Advisory Committee Members' Report**

Mr. Danny Veeh (SANDAG) announced the opening of 1.5 miles of double track as part of the San Elijo Lagoon Double Track project. The project included a new bridge over the lagoon and the extension of double track north of Solana Beach to Encinitas to close a gap between two double track segments. In addition, Mr. Veeh provided an update on an at-grade crossing improvement project.

Ms. Rosa Guillen-Sanchez (OCTA) reported that Metrolink ran special event service to the Los Angeles Rams (LA Rams) playoff football game, where nearly 500 passengers took advantage of the late-night service.

Mr. Jay Fuhrman (LA Metro) informed the Committee that the LINK US project draft Environmental Impact Report was released and available on the LA Metro website for viewing and comments. Mr. Fuhrman provided an update on special train service for the LA Rams, Women's March, and a Lunar New Year event. In addition, Mr. Fuhrman relayed updates on the canopy refurbishment project at Los Angeles Union Station on behalf of Metrolink.

Mr. Scott Spaulding (SBCAG) inquired about the procedure to request agenda items for future Committee meetings and requested LOSSAN Agency staff look into the option for the Committee to elect a chair and vice chair.

Ms. Heather Miller (VCTC) echoed the updates of special train service for the upcoming Women's March, as there is typically no weekend service on the Ventura County line. In addition, Ms. Miller informed the Committee that Proposition 1B funding was used to expand the parking lot at the Moorpark station.

Mr. Tim Gillham (SLOCOG) provided a brief update to the Committee on the Grover Beach station project.

**9. Closed Session**

There is no Closed Session scheduled.

**10. Adjournment**

The meeting adjourned at 2:14 p.m.

The next regularly scheduled meeting of this Committee will be held at:

Thursday, February 7, 2019

12:30 p.m. – 2:30 p.m.

Los Angeles County Metropolitan Transportation Authority

Henry Huntington Room – Third Floor

One Gateway Center, Los Angeles, California



**September 5, 2019**

**To:** Members of the Technical Advisory Committee  
**From:** Jennifer L. Bergener, Managing Director  
**Subject:** 2020 Transit and Intercity Rail Capital Program Call for Projects

### **Overview**

The California Department of Transportation Division of Rail and Mass Transportation plans to issue a call for projects in October 2019, for the 2020 Transit and Intercity Rail Capital Program, which provides funding for transit, commuter rail, and intercity rail projects that help reduce greenhouse gas emissions. An overview of the program and the strategy for submission of projects on the Los Angeles – San Diego – San Luis Obispo rail corridor is provided for review.

### **Recommendation**

Receive and file as an information item.

### **Background**

The California Department of Transportation Division of Rail and Mass Transportation (Caltrans DRMT) is expected to issue draft guidelines for the 2020 Transit and Intercity Rail Capital Program (TIRCP) in early September 2019. The TIRCP was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by SB 9 (Chapter 710, Statutes of 2015) to provide grants from the Greenhouse Gas Reduction Fund to support transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, while significantly reducing emissions of greenhouse gases, vehicle miles traveled, and traffic congestion.

The goal of the TIRCP is to provide funding for capital improvements and operational enhancements on public transit services in California that achieve the following objectives:

- Reduce emissions of greenhouse gases
- Expand and improve transit service to increase ridership
- Integrate service of the state's various rail operations, including integration with the high-speed rail system

- Improve transit safety

In addition, per SB 862, at least 25 percent of available TIRCP funding is expected to fund projects that provide a direct, meaningful, and assured benefit to disadvantaged communities.

Eligible applicants include public agencies and joint powers authorities that operate, or have planning responsibility for, existing or planned intercity rail (and associated feeder bus service), commuter rail, commuter bus, bus and rail transit, vanpool, and ferry transit services. As a result, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency), as well as a number of its member agencies, are eligible to apply for TIRCP funding. The draft 2020 TIRCP Guidelines will be made available online once they are released by the California Department of Transportation Division of Rail and Mass Transportation.

In both 2015 and 2016, the LOSSAN Agency submitted successful TIRCP applications and was awarded a combined total of \$83.7 million. The funding awarded for these two years supported the initiation of the Pacific Surfliner Transit Transfer Program, which was launched in July 2016, and the design and construction for a package of projects, including high-priority capital improvements in San Diego and Orange counties, as well as funding for planning studies. In 2018, the LOSSAN Agency was awarded \$147.9 million to design and implement capitalized access and incentive programs, design and implement security fencing along the rail corridor in San Diego County, and design and construct capacity enhancing projects along the corridor north of Los Angeles. The 2018 TIRCP award represented the largest grant award received by the LOSSAN Agency to date.

### ***Discussion***

Pursuant to SB 9, Caltrans DRMT, in collaboration with the California State Transportation Agency (CalSTA), will adopt a five-year program of projects with additional five-year programs approved by April 1 of each even-numbered year thereafter. An estimate of the total TIRCP funding available will be released when the call for projects is issued in October 2019.

Caltrans DRMT intends to fund a small number of transformative projects that will highlight travel and fuel cost savings and significantly reduce vehicle miles traveled, congestion, and greenhouse gas emissions by creating a new transit or rail system, increasing the capacity of an existing transit or rail system, or otherwise significantly increasing the ridership of a transit or rail system. There is no local match requirement for the TIRCP, though use of existing funding to leverage TIRCP funds will be considered in the evaluation process.

Both Caltrans DRMT and CalSTA have indicated during past meetings and TIRCP workshops that higher consideration will be given to grant applications that

maximize greenhouse gas reductions and travel benefits by combining multiple smaller projects into a comprehensive, regional program of scalable projects that encompasses multiple agencies. The LOSSAN Agency intends to work with member agencies to submit one or more TIRCP applications for improvements that have a corridor-wide benefit, furthering efforts already underway to increase capacity, improve reliability and safety, and ultimately reduce greenhouse gas emissions by making the Pacific Surfliner a more attractive travel alternative.

The Managing Director is authorized through the LOSSAN Agency bylaws to submit grant applications on behalf of the LOSSAN Agency. LOSSAN Agency staff will be following up with the member agencies to finalize a package of candidate projects, as well as a timeline and process for completing the TIRCP applications, and will return to the Technical Advisory Committee and Board with an update prior to submittal.

Caltrans DRMT is scheduled to release final TIRCP guidelines and issue a formal call for projects in October 2019, with applications due to Caltrans DRMT in January 2020. Projects recommended for award are scheduled to be announced in Spring 2020.

### ***Summary***

A call for projects to be funded by the 2020 Transit and Intercity Rail Capital Program is expected to be issued in October 2019. Staff will be working with the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency member agencies and rail corridor right-of-way owners to submit one or more applications to fund improvement along the Los Angeles – San Diego – San Luis Obispo rail corridor that would directly benefit the Pacific Surfliner service.

### ***Attachment***

None.

### **Prepared by:**



Michael Litschi  
Manager of Communications and Passenger Experience  
(714) 560-5581



**September 5, 2019**

**To:** Members of the Technical Advisory Committee

**From:** Jennifer L. Bergener, Managing Director

**Subject:** Pacific Surfliner Ridership Trend Analysis

### **Overview**

In April and October of 2018, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's Pacific Surfliner passenger rail service implemented schedule and operational adjustments necessary to facilitate the implementation of peak-period service between Los Angeles and Ventura – Santa Barbara counties. A detailed evaluation of the ridership trends since the April 2018 schedule change has been performed as requested by the Board of Directors. The results of this analysis are presented for consideration.

### **Recommendation**

Receive and file as an information item.

### **Background**

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) worked with the California State Transportation Agency, Amtrak, and in coordination with the Santa Barbara County Association of Governments (SBCAG), to develop an operating plan to provide peak-period service between Los Angeles and Ventura – Santa Barbara counties. On February 21, 2018, the LOSSAN Board of Directors (Board) approved a retimed Pacific Surfliner schedule to facilitate the implementation of peak-period service and directed staff to monitor service performance and report to the Board on that performance.

The retimed Pacific Surfliner schedule required modifications to existing Pacific Surfliner schedules, including a bifurcation of train 761 on the weekdays and other minor adjustments. In October 2018, as part of the regular biennial schedule change, additional operational and schedule adjustments were made. These additional adjustments included the bifurcation of train 769, the extension of train 567 to Goleta, as well as adjusting the southbound departures of trains 564 and 572 by approximately 25 minutes. The October 2018 adjustments,

specifically the bifurcation of train 769, were intended to support peak-period service by allowing for more time to make equipment turns in Goleta. The initial ridership, revenue, and cost projections associated with the retimed schedule reflected a modest decrease in both ridership and revenue at the onset of the peak-period service.

### Discussion

As anticipated, the Pacific Surfliner has experienced an overall decrease in both ridership and revenue following the implementation of the peak-period schedule on April 1, 2018. A comparison of the 12 months preceding April 2018 and the 12 months since show an average loss of 7.5 percent, or about 19,000 riders, every month. Ridership on the new service has declined slightly since the initial introduction and is currently at approximately 90 riders per day. The summary of the ridership for the time periods mentioned is shown in Figure 1.1.

Pacific Surfliner	
Time Period	Average Monthly Ridership
April 2017 - March 2018	253,336
April 2018 - March 2019	234,344
Average Monthly Ridership Loss	(18,992)
Percent of Loss	-7.5%

Figure 1.1

Revenue on the Pacific Surfliner has performed slightly better than ridership during the same time period, but has still seen an overall downward trend as can be seen below. Figure 1.2 contains 24 months of performance data. The trendlines, however, are based on the performance since April 2018.

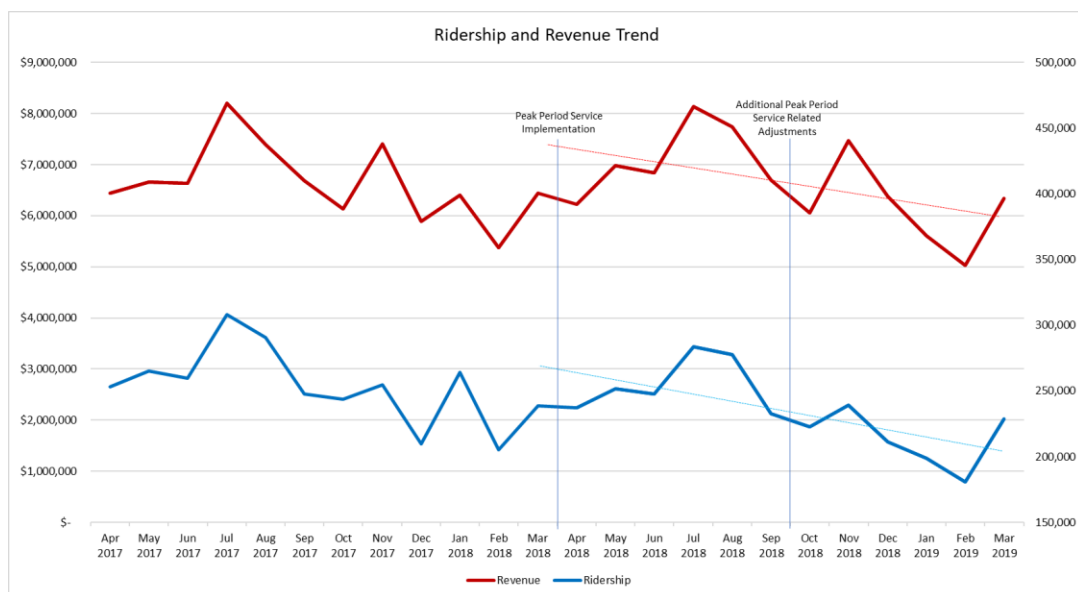


Figure 1.2

Train by Train Analysis

The LOSSAN Agency has been continually monitoring the performance of the peak-period service and performing weekly analysis of ridership patterns and OTP. With a full 12 months of data available, staff undertook a detailed system-wide analysis to evaluate the overall impact of the various schedule and other operational adjustments made to facilitate peak-period service. This involved a train by train analysis to determine what adjustments benefited the ridership trend

and what adjustments did not.

A summary of the average monthly impacts by train, separated into northbound and southbound trains is shown in Figure 1.3.

This is a comparison of the average monthly ridership for the 12 months prior to the implementation of peak period service with the 12 months following. The details of the significant findings are discussed below. This data excludes any special service trains. Weekend service was combined with weekday service ridership numbers where necessary to have an accurate comparison from year to year.

Southbound		Northbound	
Train	Average Monthly Impact	Train	Average Monthly Impact
562	(375)	761/561	(7,070)
564/1564	(1,138)	565/1565	(692)
566	240	567/1567/767/1767	632
1566	(36)	769/569/1569	(4,772)
768	(902)	573/1573	(1,121)
572/1572	(585)	579/1579	203
774	(347)	583	(567)
580	(63)	591	(141)
582/782	1,551	595	(420)
784/584/1584	(7,596)	759	2,644
590/790	(2,651)	763	1,611
592/792	5,960	777	216
796	(355)	785	(2,004)
Net Impact	(6,297)	1761	(797)
		Net Impact	(12,278)

Figure 1.3

Metrolink Rail 2 Rail Ridership

Although Pacific Surfliner ridership for April 2018 through March 2019 declined by 7.5 percent, the decline in Metrolink Rail 2 Rail (R2R) ridership has been nearly double that for the same period. As is demonstrated in Figure 1.4, average weekday R2R ridership for April 2018

	Average Monthly R2R Ridership		
	April 2017 - March 2018	April 2018 - March 2019	% Change
South	22,767	20,943	-8%
North	3,256	1,711	-47%
Total	26,023	22,655	-13%

Figure 1.4

through March 2019 decreased by 13 percent. However, as can be seen, the loss is particularly significant north of Los Angeles. This is a direct result of the bifurcation of trains 761 and 769. These were previous heavily utilized R2R trains. With the loss of these through connections, R2R passengers have shifted back to Metrolink or to other forms of transportation. The overall ridership trend can be seen in Figure 1.5.

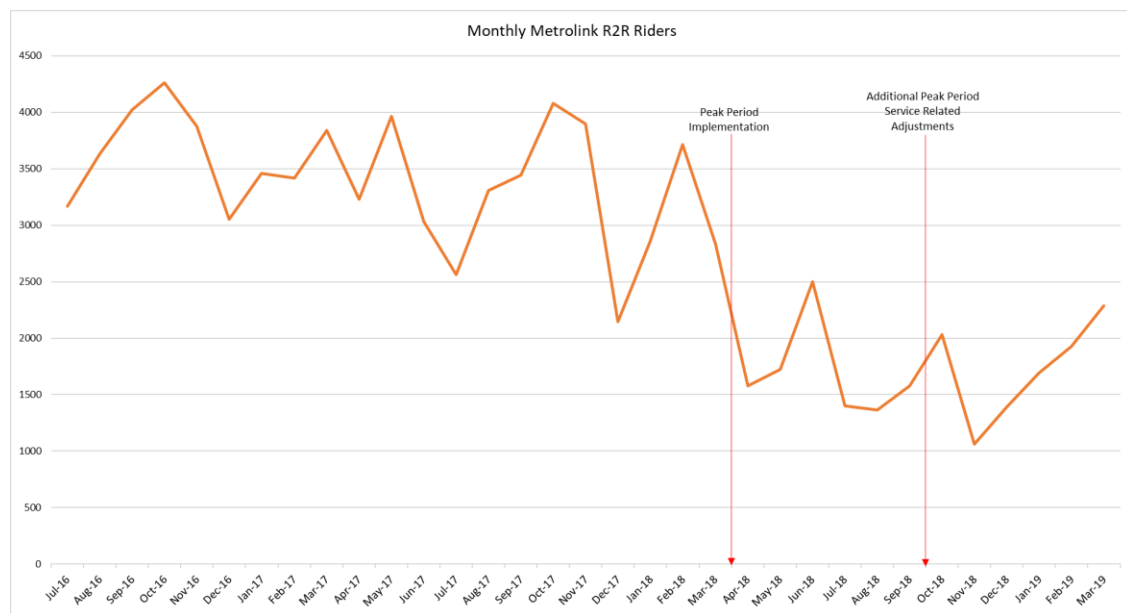


Figure 1.5

### April 2018 vs. October 2018

One important finding of the analysis was that the impact to ridership throughout the year was not linear. As previously discussed, the adjustments in April 2018 had serious impacts on overall system ridership. However, ridership loss increased significantly in the time period following the October 2018 schedule change.

This continuing drop in ridership post-October 2018 is even more significant when taken on a train by train basis. Below are summary comparisons of the average monthly ridership impact broken down by train. This shows a side by side comparison of the averages for the six months before the October 2018 adjustments, and the six months after.

For southbound trains, those that saw significant changes, whether an adjustment in departure time or bifurcation, saw a corresponding drop in ridership as can be seen in Figure 1.6. Even the relatively minor timing adjustments to trains 564 and 572 resulted in considerable ridership loss.

The bottom-line number does not appear to increase significantly, but that is primarily due to the artificially high numbers associated with train 784. Train 784 was bifurcated in October 2017, so its ridership loss in the time period pre-October 2018 is inflated. Removing that outlier, the impact would be much more significant.

Southbound			
Train	Pre-October 2018 Average Monthly Impact	Post-October 2018 Average Monthly Impact	Comments
562	(352)	(398)	
564/1564	(794)	(1,482)	Departs 23 minutes earlier
566	213	268	
1566	(243)	171	
768	(1,392)	(411)	
572/1572	(64)	(1,106)	Departs 26 minutes earlier
774	(786)	92	
580	227	(353)	
582/782	4,287	(1,185)	Possible shift to 584
784/584/1584	(13,388)	(1,805)	Bifurcation in October 2017.
590/790	(5,084)	(219)	Possible shift from 792
592/792	10,855	1,066	Extension to Goleta October 2017.
796	608	(1,319)	
Net Impact	(5,912)	(6,681)	

Figure 1.6

For northbound trains, the impact of the October 2018 changes is much more significant as can be seen in Figure 1.7. As with the southbound, the trains that saw significant changes saw a corresponding drop in ridership. However, even those trains that saw increases in service, such as extensions beyond Los Angeles, did not see anticipated ridership growth.

Of note are trains 569 and 567. Train 569 saw the biggest adjustment with a bifurcation at Los Angeles, and an adjustment to a later departure time. This change has resulted in a significant ridership loss, equivalent to approximately 6,500 riders a month on average. Train 567 saw an increase in service, with an extension from Los Angeles up to Goleta. However, this only resulted in a ridership increase of a little over 1,000 passengers per month on average, or

fewer than 40 riders per day. This would indicate that the ridership demand does not exist to merit the costs of operating the extension.

Northbound			
Train	Pre-October 2018 Average Monthly Impact	Post-October 2018 Average Monthly Impact	Comments
759	2,982	2,306	
761/561	(7,649)	(6,492)	
565/1565	(311)	(1,072)	
567/1567/767/1767	90	1,173	Extension to Goleta
769/569/1569	(1,508)	(8,036)	Bifurcation. Departs 23 minutes later
573/1573	(524)	(1,718)	
579/1579	121	286	
583	(537)	(596)	
591	44	(325)	
595	(206)	(634)	
763	3,067	155	
777	955	(522)	
785	(1,836)	(2,172)	
1761	(1,025)	(570)	
Net Impact	(6,337)	(18,218)	

Figure 1.7

### Next steps

Staff will continue to closely monitor the performance of the Pacific Surfliner Service on a train by train basis. Upcoming adjustments to the schedule in October 2019 associated with the implementation of the 13<sup>th</sup> roundtrip will no doubt cause additional impacts to ridership patterns. This increase in service brings the potential for the restoration of some of the previous ridership losses. Once sufficient data is available, another analysis will be performed to assess the impact of the 13<sup>th</sup> roundtrip and will be brought before the Board for consideration in advance of the planned April 2020 schedule change.

***Summary***

In April and October of 2018, regularly planned schedule changes for the Pacific Surfliner intercity passenger rail services were implemented to facilitate peak-period service between Los Angeles and Ventura – Santa Barbara counties. A detailed operational analysis has been performed as requested by the Board of Directors to consider the impacts of the operational adjustments necessary to support the implementation of peak-period service. Impacts for the first year include a significant decrease in overall ridership. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency staff will return to the Board of Directors in Spring 2020 with further analysis following the implementation of the 13<sup>th</sup> roundtrip.

***Attachment***

None.

**Prepared by:**

A handwritten signature in black ink, appearing to read 'Roger M. Lopez', with a long horizontal line extending to the right.

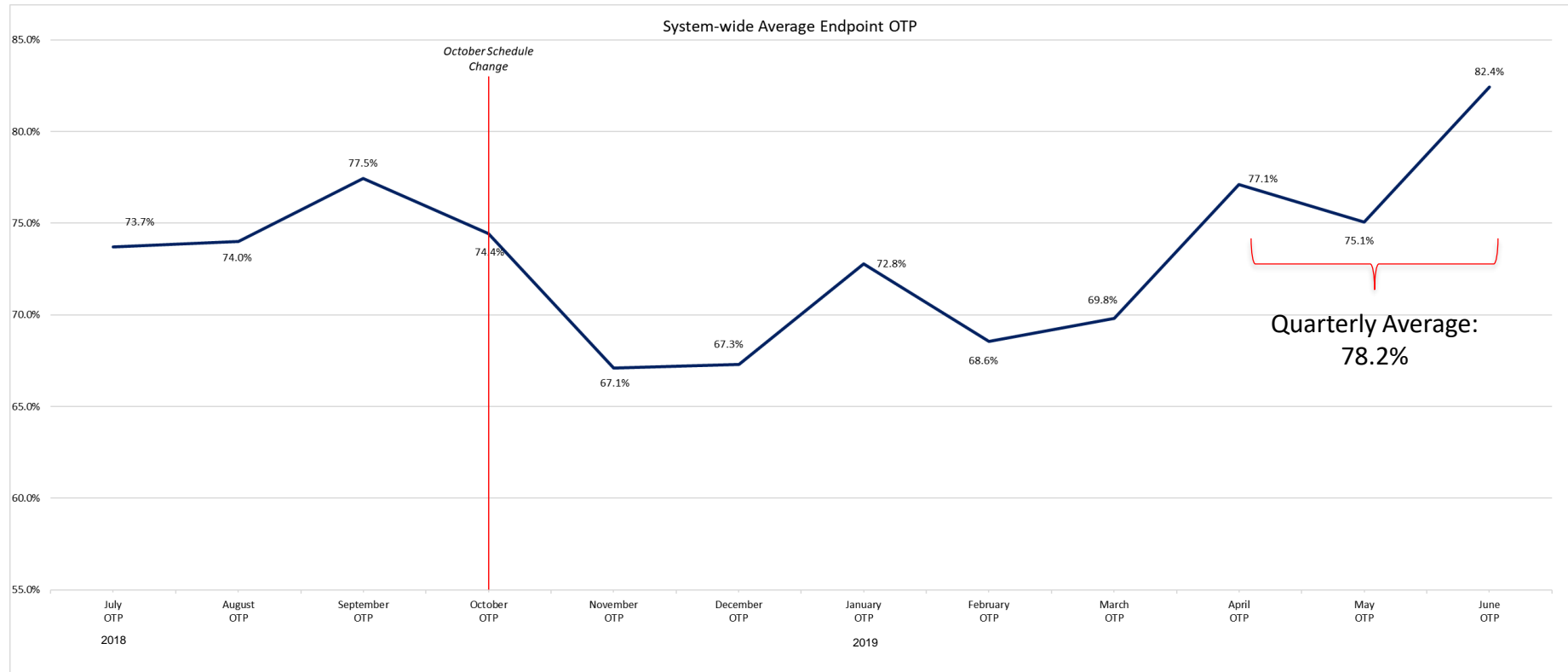
Roger M. Lopez  
Manager, Planning and Analysis  
(714) 560-5438



# Pacific Surfliner On-Time Performance Analysis

Technical Advisory Committee  
September 5, 2019

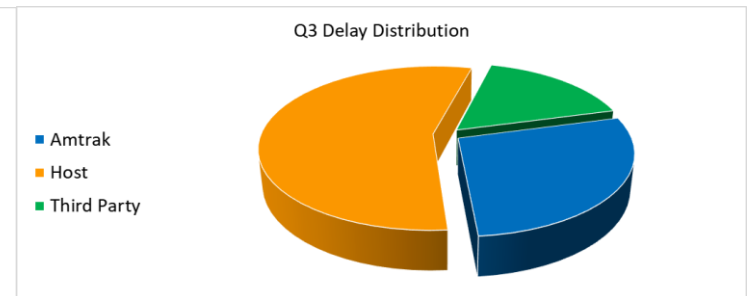
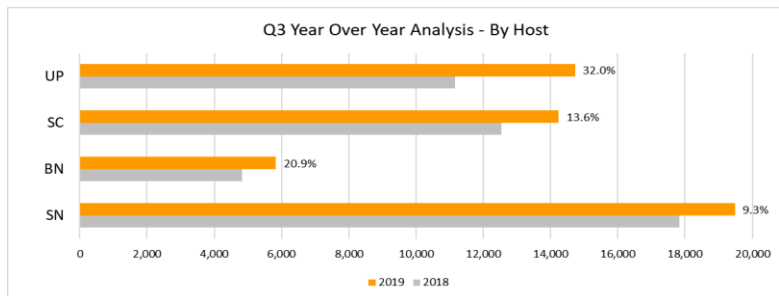
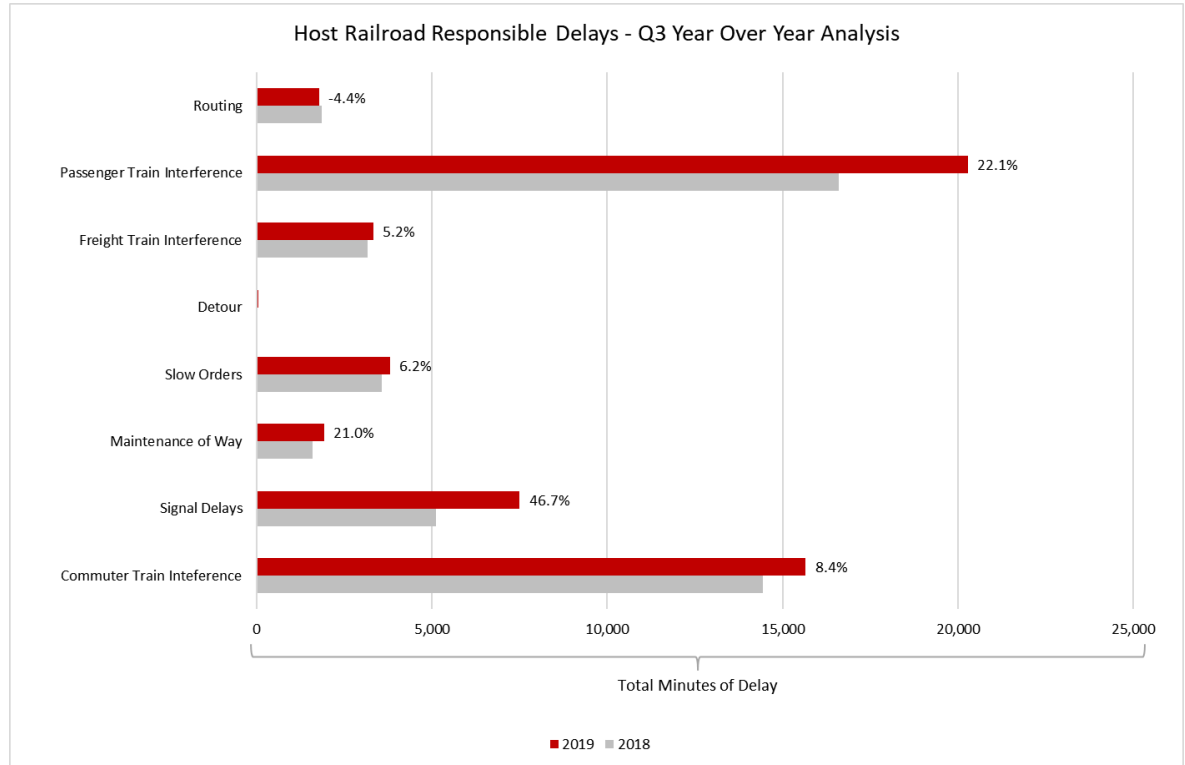
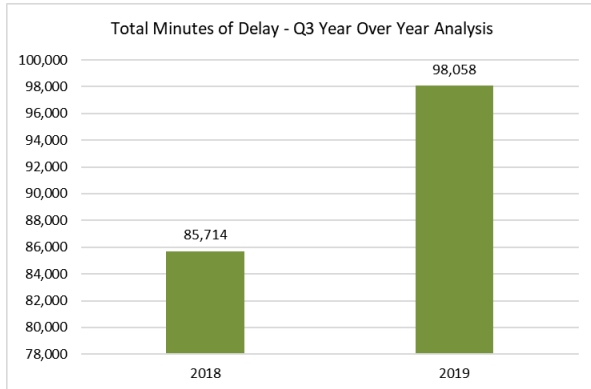
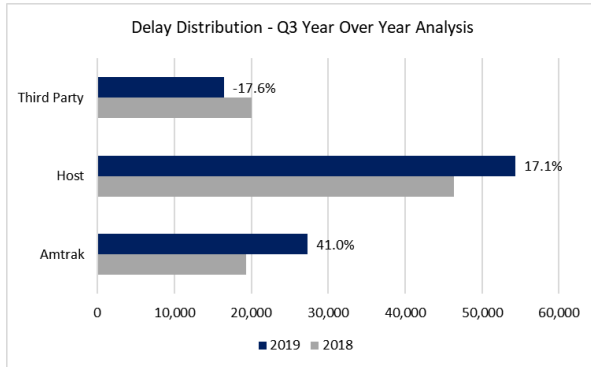
# Average Endpoint On-Time Performance (OTP) - Systemwide



# Average Endpoint OTP: Detail by Train

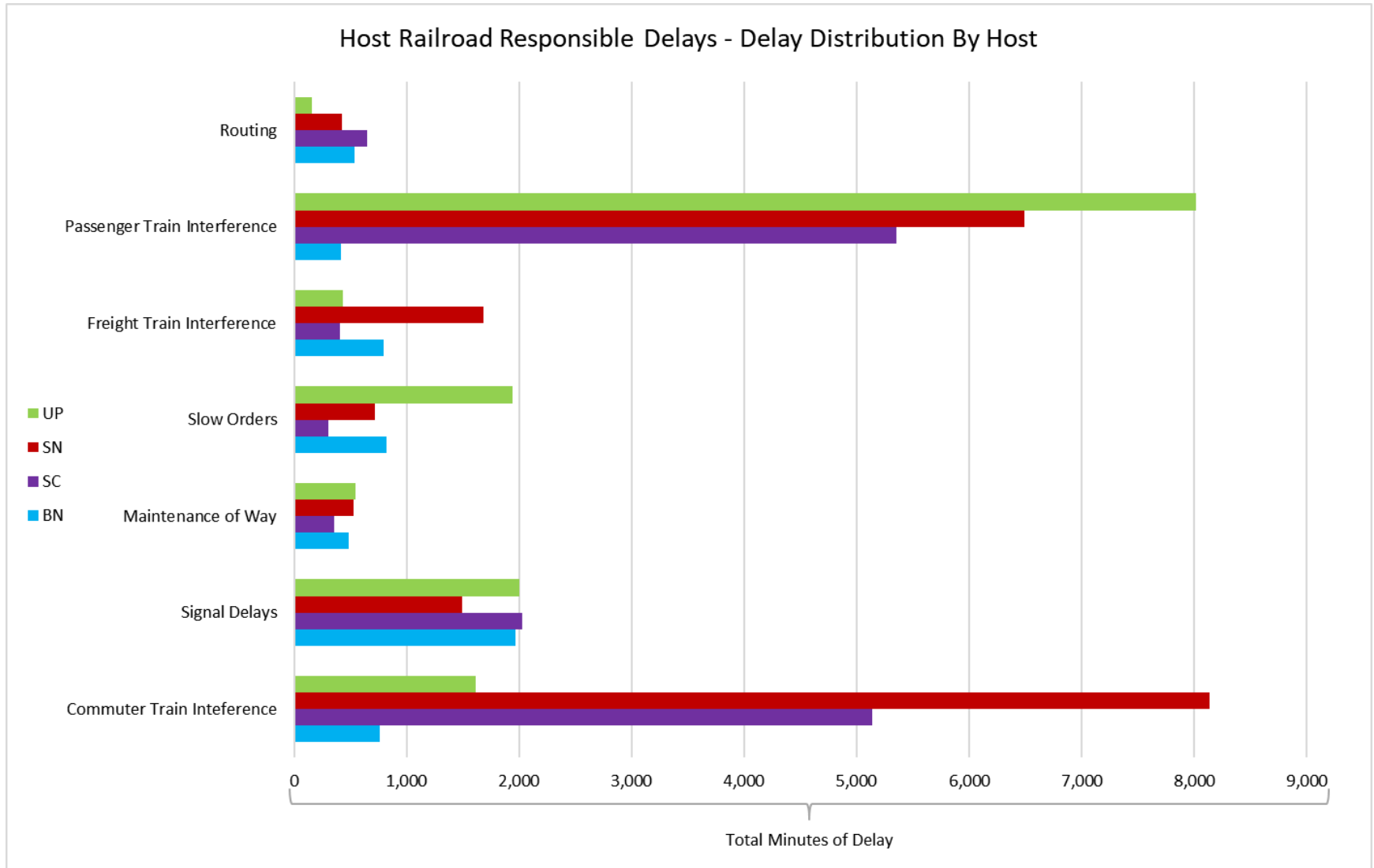
Train	July OTP	August OTP	September OTP	October OTP	November OTP	December OTP	January OTP	February OTP	March OTP	April OTP	May OTP	June OTP	12 Mnth Avg OTP
1565				100.0%	100.0%	81.8%	85.7%	100.0%	83.3%	100.0%	100.0%	100.0%	94.5%
561	100.0%	100.0%	100.0%	91.3%	100.0%	90.0%	86.4%	95.0%	85.7%	95.5%	90.9%	90.0%	93.7%
759	90.5%	100.0%	100.0%	100.0%	85.7%	90.0%	90.9%	80.0%	85.7%	86.4%	81.8%	75.0%	88.8%
1590				100.0%	77.8%	100.0%	85.7%	100.0%	83.3%	100.0%	44.4%	100.0%	87.9%
590	81.0%	100.0%	84.2%	85.7%	85.7%	85.0%	85.7%	77.8%	89.5%	85.7%	90.9%	90.0%	86.8%
579	73.3%	93.5%	92.9%	88.0%	65.0%	100.0%	81.8%	75.0%	95.0%	86.4%	86.4%	95.0%	86.0%
562	90.3%	90.3%	96.4%	92.6%	83.3%	87.1%	82.8%	73.1%	74.1%	82.1%	74.2%	96.7%	85.3%
768	77.4%	96.8%	96.7%	80.6%	80.0%	71.0%	80.6%	82.1%	87.1%	86.7%	93.5%	83.3%	84.7%
1564				83.3%	88.9%	88.9%	66.7%	87.5%	80.0%	75.0%	88.9%	100.0%	84.4%
1584				100.0%	77.8%	54.5%	77.8%	62.5%	100.0%	100.0%	88.9%	90.0%	83.5%
1761	100.0%	100.0%	81.8%	87.5%	100.0%	90.9%	55.6%	62.5%	80.0%	75.0%	66.7%	80.0%	81.7%
1579				83.3%	88.9%	54.5%	66.7%	87.5%	80.0%	100.0%	100.0%	70.0%	81.2%
1566	80.0%	50.0%	81.8%	75.0%	100.0%	72.7%	85.7%	66.7%	66.7%	100.0%	100.0%	90.0%	80.7%
565	96.8%	90.3%	89.3%	76.0%	66.7%	85.0%	81.8%	75.0%	66.7%	77.3%	77.3%	80.0%	80.2%
1767				66.7%	100.0%	81.8%	66.7%	62.5%	50.0%	100.0%	88.9%	90.0%	78.5%
580	77.4%	74.2%	70.0%	58.1%	60.0%	80.6%	80.6%	78.6%	87.1%	83.3%	87.1%	86.7%	77.0%
792	61.3%	80.6%	80.0%	80.6%	76.7%	77.4%	71.0%	75.0%	74.2%	80.0%	67.7%	83.3%	75.7%
591	71.0%	74.2%	63.3%	74.2%	56.7%	80.6%	83.9%	71.4%	77.4%	73.3%	83.9%	93.3%	75.3%
595	67.7%	83.9%	73.3%	83.9%	73.3%	77.4%	77.4%	64.3%	74.2%	76.7%	64.5%	80.0%	74.7%
573	70.0%	71.0%	66.7%	70.8%	42.9%	84.2%	86.4%	65.0%	76.2%	81.8%	90.9%	90.0%	74.7%
1573					77.8%	55.6%	71.4%	66.7%	50.0%	83.3%	77.8%	90.0%	71.6%
566	85.7%	87.0%	94.7%	69.6%	52.4%	36.8%	72.7%	65.0%	71.4%	59.1%	77.3%	85.0%	71.4%
584	61.3%	83.9%	85.7%	84.0%	52.4%	70.0%	72.7%	65.0%	61.9%	68.2%	72.7%	75.0%	71.1%
564	86.7%	90.3%	86.7%	62.5%	38.1%	50.0%	68.2%	60.0%	57.1%	77.3%	77.3%	85.0%	69.9%
782	83.9%	67.7%	66.7%	67.7%	56.7%	58.1%	71.0%	64.3%	77.4%	76.7%	77.4%	70.0%	69.8%
796	64.5%	71.0%	56.7%	67.7%	46.7%	67.7%	71.0%	75.0%	74.2%	80.0%	67.7%	83.3%	68.8%
583	51.6%	54.8%	66.7%	74.1%	60.0%	67.7%	72.4%	76.0%	70.4%	85.7%	64.5%	76.7%	68.4%
569				61.1%	66.7%	55.0%	59.1%	50.0%	61.9%	77.3%	63.6%	100.0%	66.1%
572	45.2%	58.1%	63.3%	68.0%	66.7%	75.0%	77.3%	60.0%	81.0%	59.1%	36.4%	35.0%	60.4%
763	71.0%	64.5%	70.0%	51.6%	20.0%	38.7%	48.4%	57.1%	58.1%	56.7%	67.7%	66.7%	55.9%
774	54.8%	48.4%	66.7%	48.4%	40.0%	35.5%	54.8%	39.3%	51.6%	66.7%	77.4%	73.3%	54.7%
767				33.3%	42.9%	60.0%	59.1%	65.0%	42.9%	40.9%	59.1%	75.0%	53.1%
1572					66.7%	45.5%	71.4%	40.0%	33.3%	50.0%			51.1%
777	64.5%	64.5%	53.3%	32.3%	30.0%	38.7%	58.1%	50.0%	61.3%	43.3%	45.2%	70.0%	50.9%
1569					55.6%	18.2%	71.4%	40.0%	16.7%	66.7%	44.4%	90.0%	50.4%
785	25.8%	22.6%	43.3%	54.8%	33.3%	16.1%	41.9%	53.6%	48.4%	40.0%	51.6%	46.7%	39.8%
<b>System Average</b>	<b>73.7%</b>	<b>74.0%</b>	<b>77.5%</b>	<b>74.4%</b>	<b>67.1%</b>	<b>67.3%</b>	<b>72.8%</b>	<b>68.6%</b>	<b>69.8%</b>	<b>77.1%</b>	<b>75.1%</b>	<b>82.4%</b>	

# Delay Analysis: Federal Fiscal Year (FFY) 2018-19, Quarter 3 (Q3) Year over Year



UP: Union Pacific  
 SN: North County Transit District  
 SC: Metrolink  
 BN: Burlington Northern Santa Fe

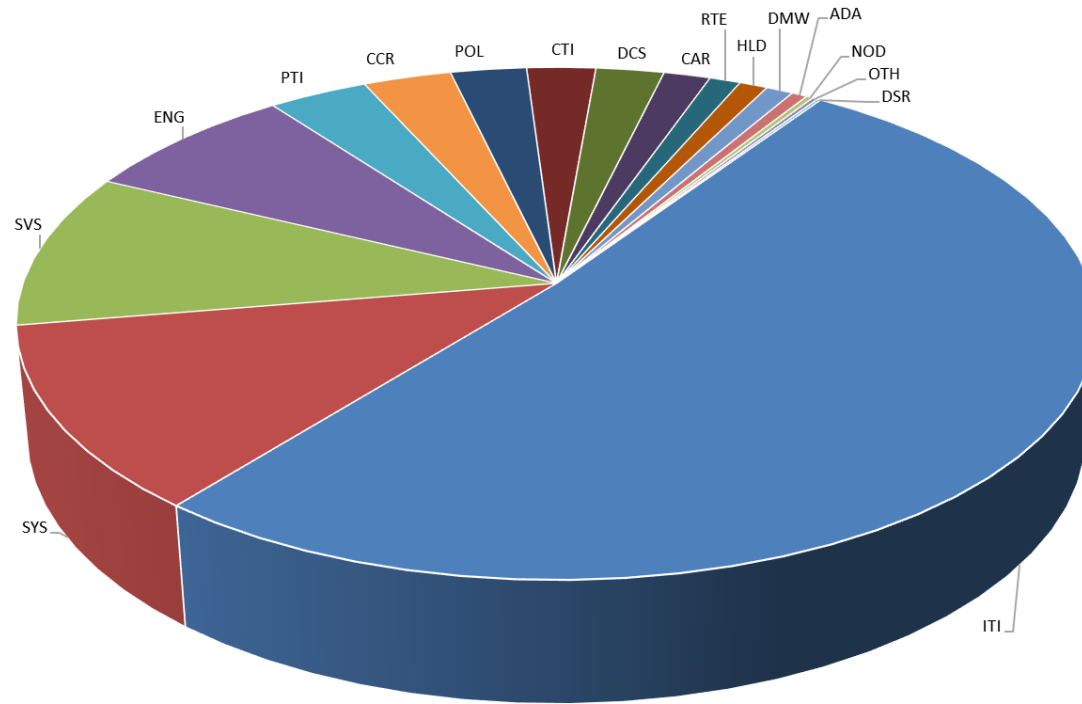
# Delay Analysis: FFY Q3 – Distribution by Host



# Initial Terminal Performance: FFY Q3

Train	Total Delay Minutes
785	1540
583	719
595	715
591	432
796	401
572	342
777	302
569	292
562	256
566	188
763	182
782	177
564	159
584	158
792	139
579	126
759	112
774	109
1590	106
768	87
580	74
1569	69
561	68
1572	63
1566	62
573	61
1579	56
590	54
1767	49
1761	26
767	23
1565	22
565	21
1564	9
1573	8
1584	8

Initial Terminal Performance - Delay Distribution



## Delay Code Legend

### Host

CTI	Commuter Train Interference
DCS	Signal Delays
DMW	Maintenance of Way
DSR	Slow Orders
DTR	Detour
FTI	Freight Train Interference
PTI	Passenger Train Interference
RTE	Routing

### Amtrak

ADA	Passenger Related ADA
CAR	Car Failure
CCR	Cab Car Failure
CON	Hold for Connection
ENG	Locomotive Failure
HLD	Passenger Related
INJ	Injury Delay
ITI	Initial Terminal Delay
OTH	Misc
SVS	Servicing
SYS	Crew and System

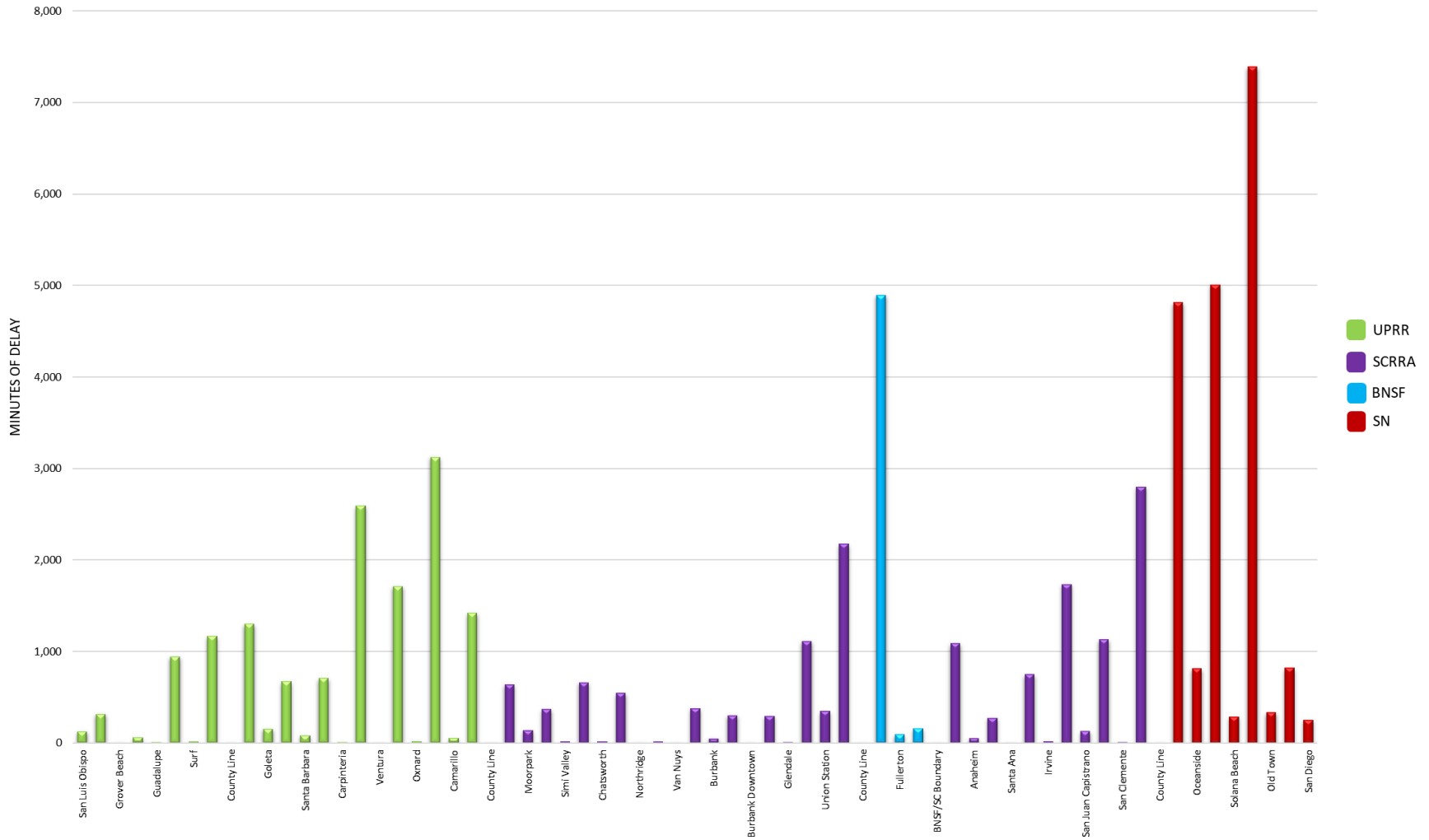
### Third Party

DBS	Debris
NOD	Unused Recovery Time
POL	Police
TRS	Trespasser
WTR	Weather

- Despite some improvement, Train 785 continues to be responsible for over 21 percent of total initial terminal performance (ITI) delay minutes

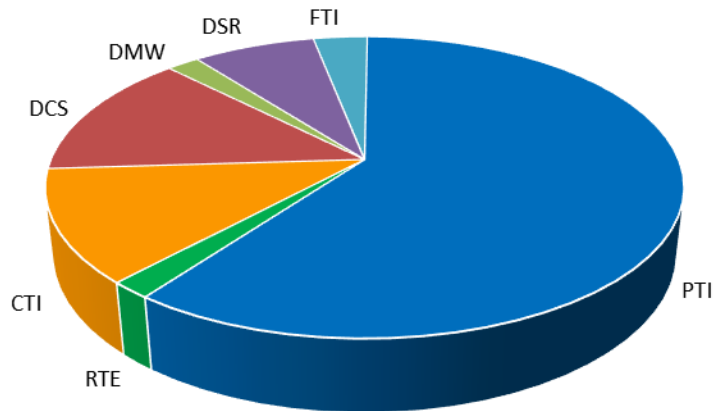
# Delay Distribution – By Location

Delay Distribution by Location (April - June, 2019) Host Responsible

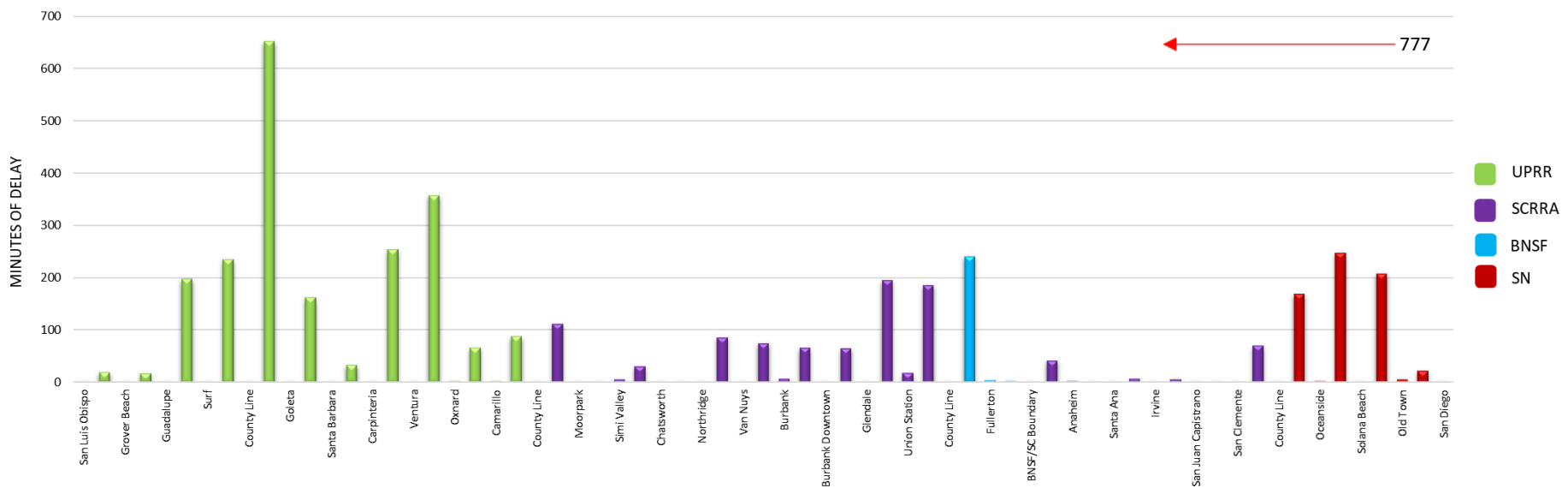


# Train 777 – Delay Analysis

Train 777 - Host Delay Distribution



- For the quarter, 72.1 percent of total delay minutes (2,834) are CTI and PTI
- Majority of delays (52.8 percent) occur in UP territory
- PTI delays begin to increase at Oxnard and intensify as 777 travels north



# Conclusions – Q3

- The OTP trend has shown some improvement, though still short of the 90 percent metric
- Train 785 continues to have initial terminal performance issues related to late Train 774
  - Combined these trains continue to lower system average by nearly two percent
- Train 777 experiencing significant issues with passenger train interference
- Host responsible delays for the quarter up by over 12,000 minutes vs. the prior year

# Questions



**LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO  
RAIL CORRIDOR AGENCY**

## **Upcoming Agenda Items**

**Supplemental Information**



**Los Angeles – San Diego – San Luis Obispo  
Rail Corridor Agency Board of Directors  
Upcoming Agenda Items  
08.29.2019**

- September 16, 2019
  - Approval to Release Request for Proposals for Pacific Surfliner Creative Services
  - Approval to Release Request for Proposals for Pacific Surfliner Videography and Photography Services
  - Business Class Refresh Project – State Rail Assistance Program Funding
  - Corridor Optimization Update and Additional Scope
  - Corridor Trends Update
  - Fiscal Years 2019-20 and 2020-21 Business Plan and Fiscal Year 2019-20 Budget Update
  - Pacific Surfliner Quarterly Marketing Update
  - Pacific Surfliner Ridership Trend Analysis